States of Andhra Pradesh and Maharashtra:—

State	Name of the unit
Andhra Pradesh	(i) Kumar's Metallurgical Corpn. Ltd.
	(ii) M/s. Vijayanagram Steel Plant (ARM Limited).
	(iii) Sujana Metal India Limited.
Maharashtra	(i) M/s. Nippon Denro Ispat Limited.
	(ii) M/s. Lloyds Steel Ind. Limited.
	(iii) M/s. Usha Ispat Limited.

Review of taxation proposals concerning Steel Industry

6148. SHRIMATI RENUKA CHOWDHURY:
SHRI CHIMANBHAI MEHTA:

Will the Minister of STEEL be pleased to state:

(a) whether it is a fact that the Steel industry as well as the Ministry of Steel has asked for the review of the taxation proposals announced in the latest annual budget; and

Co) if so, the reasons therefor and the details indicating the adverse effect of the import duty reduction and excise increase on various products of steel ?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SANTOSH MOHAN DEV): (a) and (b) Some of the salient features of the Budget for 1994-95 concerning the steel industry are:—

(i) Reduction in maximum rate of customs duty on import of steel items to 50 per cent. (As a result the dut-ion bars and rods, structurals, GP/OC sheets has been reduced from 85 per cent to 50 per cent, and on CR coils and tinplates frorn 75 per cent to 50 per cent).

(a) Reduction in duty on HR Coils from 50 per cent to 40 per cent, and on steel melting scrap from 12.5 per cent to 10 per cent (subsequently further re duced to 5 per cent)

(iii) Change in excise duty on all steel items, having specific rate to advalorem rate (15 per cent)

(iv) Increase in advalorem rate of excise duty on flat products from 12.5 per cent to 15 per cent.

Some of the measures such as reduction in customs duty on steel melting scrap have been beneficial to the steel industry. However, representations have been received from various sections of the industry that reduction in customs duty will make some of the domestic- products like CR Coils, plates and tinplates uncompetitive against imports. Representations have also been received that increase in excise duty will burden the steel industry and result in increase in prices of steel. These representations are under consideration of the Government

गांव मोची बाग, नई दिल्ली में सम्पत्तियों को सील किया जाना

6149. श्री चतुरानन मिश्र : क्या शहरी विकास मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को यह जानकारी है कि दिल्ली विकास प्राधिकरण ने गांव

मोची बाग, नई दिल्ली में दिनांक 3 फरवरी 1994 को सम्मापत्ति संख्या 71/1 को सील कर दिया था ;

(ख) क्या यह भी सच है कि इस उपरोक्त सम्पत्ति की सील को 13 फरवरी, 1994 को दिल्ली के मुख्य मंत्री द्वारा हस्तक्षेप किए जाने पर पुनः खोल दिया गया था ;

(ग) क्या यह भी सच है कि दिल्ली के मुख्य मंत्री की मौजूदगी में सम्पत्ति के मालिक और दिल्ली विकास प्राधिकरण के उपाध्यक्ष के बीच भूमि के लागत के संबंध में एक लिखित करार हुआ था ;

(घ) क्या सरकार उक्त गांव में कुछ सम्पत्तियों को हटाने अथवा सील करने का विचार रखती है ; और

(ङ.) यदि हां, तो ऐसी सम्पत्तियों का उनकी संख्या सहित ब्यौरा क्या है ?

शहरी विकास मंत्रालय में राज्य मंत्री श्री पी. के. थुन्गन) : (क) जी हां ।

(ख) दिल्ली विकास प्राधिकरण ने बताया है कि दिल्ली के मुख्य मंत्री की ओर से किसी प्रकार का हस्तक्षेप नहीं किया गया । सम्पत्ति पर लगी सील को कानूनी प्रक्रिया के अनुसार दिनांक 12-2 94 को हटाया गया था ।

(ग) जी नहीं, । दिल्ली विकास प्राधिकरण ने बताया है कि आवश्यक जांच पड़ताल के बाद सक्षम अधिकारी ने कथित सील को खोलने का आदेश आवश्यक वचन बद्धता एवं 10,000 रु. की प्रतिभूति जैसी निर्धारित शर्तों के आधार पर दिया था ।

(घ) तथा (ङ.) दिल्ली विकास प्राधिकरण के अनुसार प्रत्येक मामले पर निर्णय उसके औचित्य के आधार पर लिया जाता है और इस संबंध में कोई सामान्य निर्देश जारी नहीं किए जा सकते ।

Metro rail line in Delhi

6150. SHRI RAMNATH KOVIND: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the railways have any proposal for Metro railway line in Delhi;

(b) if so, what are the details thereof;

(c) what would be the expected time and schedule of its implementation; and

(d) what would be the cost of the system ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI P K. THUNGON): (a) to (d) The Feasibility Study was carried out by M/s. Rail India Technical & Economic Services Ltd. (RITES) in 1990-91 recommended:—

(i! Underground Metro Corridors in Fast-West direction (Patel Nagar to Tilak Bridge—12 kms.) and the North-South corridor (Delhi University to Sewa Nagar—15 kms).

(ii) Surface Rail Corridores of 140 kms. mostly along side the existing network within Delhi.

(iii) A dedicated bus way of 17.5 kms. along Nazafgarh Road.

The total system has been recommended to be introduced in two phases. Total estimated cost of the project is Rs. 7500 crores at 1992-93 prices.

The total estimated period for completion of the project is 20 years. Keeping in view the huge cost of the project it has not been possible to provide funds from the budgetary sources. Alternative sources of financing the project have, there-fore, to be tied up before the investments decisions are taken. It is, therefore premature to comment upon the time & schedule of implementation for the project